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OUTPORTS  
A Comprehensive and Complete  
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NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT,  
Subscription, paid in advance, \$12  
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the World \$2.

# Hongkong Daily Press.

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### VERY OLD LIQUEUR SCOTCH WHISKY.

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[1180]

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### PORLAND CEMENT.

1 cwt 375 lbs net \$4.50 per cask ex Factory.  
16 bags 250 lbs. net \$2.70 per bag ex Factory.

SHEWAN, TOME & CO.,  
General Managers.

Hongkong, 3rd October, 1906. [1223]

### A TACK & CO.,

28, DES VŒUX ROAD CENTRAL

HAVE Just Unpacked a large Assortment  
of Ladies and Gent's.

BOOTS and SHOES;

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SHIRTINGS, FLANNELS and SUITINGS  
OF THE LATEST DESIGNS.

PRICES VERY MODERATE.

Inspection of our New Stock of Goods is  
respectfully solicited.

Hongkong, 28th September, 1906. [139]

### HONGKONG HIGH LEVEL TRAN- WAYS COMPANY, LIMITED. IN LIQUIDATION.

#### TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
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8.45 p.m. to 9.00 p.m. ... Every 15 minutes.  
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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
12.00 Noon to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 10 minutes.  
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SPECIAL CARS by arrangement with the  
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JOHN D. HUMPHREYS & CO.  
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Hongkong, 27th August, 1906. [1224]

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Portion of MARINE LOTS Nos. 31 & 36  
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For Particulars, apply

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Hongkong, 5th June, 1906. [1153]

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On the Day Preceding the Departure of the  
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Hongkong, 16th April, 1906.

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[1258]

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SPECIAL LINES OF  
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FOR EARLY AUTUMN WEAR  
PRICE \$35 THE SUIT.

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Hongkong, 1st August, 1906. [1233]

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THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO. LTD., KOBE.

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Hongkong, 16th August, 1905. [1238]

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Hongkong, 20th September, 1906. [1244]

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HOTELS

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LIMITED,  
CHEMISTS AND DRUGGISTS,  
THE HONGKONG DISPENSARY,  
ALEXANDRA BUILDINGS.

Hongkong, 19th October, 1906.

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Correspondents must forward their names and ad-  
dress with communications addressed to the Editor,  
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No anonymously signed communications that have  
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BIRTH.  
On October 17th, at Shanghai, the wife of  
ARTHUR EVELYN, of a daughter.

HONGKONG OFFICE: 10A, DES VENUS ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.  
HONGKONG, OCTOBER 22ND, 1906.

Not the least interesting feature of our present civilisation is the large extent to which prehistoric traditions, forgotten in the ordinary stress of our daily lives, still exist amongst us. When the school-boy expressing some surprise at his companion's prowess at marbles asseverates it by the confirmatory exclamation, "by jeminy", he little thinks that thousands of generations of school-boys before him, and not school-boys only but grave and reverend sages as well, have made the same appeal to the twin hornedmen as a testimony to the truth of their evidence. But why should the Twins in particular have anything to say to public faith? A small book of some 160 pages recently published by the Cambridge University Press, "The Cult of the Heavenly Twins", by J. RENDEL HARRIS M.A., D. LITT., throws some light on the subject. "How?" asks Dr. RENDEL HARRIS, "is one to make the connection between the modern man who swears by Gemini and those early forms of the cult which we have brought to light?" It belongs, is the answer, "to the time when the Twins have been recognised as children of the sky, and have become associated with the sky-god, or thunder god, or sun-god as his assessors. And it is because of this connection that they became the guardians of public truth. Men swore by God and S. Polycrates because they had sworn by Jupiter and the Twins, and they swore by Jupiter because being

a sky-god he was able to see everything that went on; and the Twins, being assessors of the sky-god shared his knowledge". When from reasons, political as well as religious, the whole Roman Empire became Christian, the easier to accommodate the last batch of converts a sort of compromise was made, and many of the old shrines were converted into chapels where the new converts were permitted to continue many of the old rites, provided that they addressed them to Christian saints. Gradually too, the calendar was shifted about so that many of the old festivals were taken up for the use of the Church. Christmas day, Easter, the Lady day, and the feasts of the two Saint John were made to mark the returns of the great natural divisions of the year—midwinter and the opening of spring, as well as the two solstices and the equinoxes. As the most popular divinities in the older cult the Twins who had been the ancient champions of Italy could hardly be left out, but they could not be brought in in their antique ascendancy, as the actual rulers of the sky, consistently with any form of Christianity. Still the people had an affection for the old shrines, and could not be tempted to desert them; gradually stories of old saints, often in duplicate, surrounded with many of the old attributes of the twins, grew up around these old shrines, and gradually too, with the growing toleration of the age the priests of the new religion found it safe to transfer the less objectionable of the old rites to the service of the Church. No district in the empire had been more faithful to the old beliefs than the plains of Lombardy, and nowhere had the church numbered more martyrs; with the general conversion it was not difficult for the popular imagination to accommodate the old Twins with modern martyrdom. One of these tales centred in Saint Gervasius and Protasius, two brothers who had perished, so said the story, in one of the persecutions. With the powerful aid of the two great dignitaries, Ambrose of Milan and Gregory of Tours, afterwards to become the great saints of the age, the cult of the new Twins, Gervasius and Protasius, rapidly spread, to France on the one side, and on the other as far as Poland, where we find them as two youths in shining white garments appearing before a battle to the queen and assuring her of success.

Amongst the other attributes of the Twins transferred to one or other of these saints were chariot racing and pugilistic encounters, so, as Dr. Rendel has it, "if St. Protasius should have inherited from Polux an interest in single combats, the athletes would then have found their patron, or rather would not have lost him." What if St. Gervasius discharged a similar function for the chariotiers? Can we predict what he would develop into? "In like manner the name of Gervasius became a popular one for cab-drivers as well as their machines, as well as the race of Jarvies and Jarveys and Gavies in England, Scotland, and Ireland are named after the saint, and so in the carriages which they drive, which is known in the later English literature as a "jarvey". When we consult the etymologists, they do not know anything as to the *raison d'être* of a Jarvey, whether man or machine, except that it is said that the name is given in honour of a celebrated brother of the craft who met his death by hanging. They do not discern Gervasius the martyr behind the condemned Jarvey".

The allusion is to another widely spread myth found us far as Greece, but into which it is not necessary now to enter. Myth is, of course, not history, yet, as has been often remarked, it has one incalculable advantage over history that it cannot lie, and hence supplies invaluable information as to the early history of humanity. This is the true utility of such apparently useless trifles as Dr. RENDEL HARRIS's brochure on the long life of the myth of the Heavenly Twins, which throws an unexpected light on the conditions of the early days of Christianity in Europe.

The French Mail of the 18th Sept. was delivered in London on the 19th inst.

Mr. and Mrs. Archibald Little have returned to Shanghai. Mr. Little is now convalescent.

Persistent rumours are in circulation in the bazaars along the Nihon that a serious Egyptian outbreak will take place in the New year.

The wife of Mr. G. W. Eves, chief resident engineer of the Kowloon-Canton Railway, gave birth to a child last week, which was unhappily still born.

The military authorities have published in the *Gazette* the days on and places at which their practice will be carried out during this month and next.

At the entrance examination for clerkships in the Hongkong Civil Service Messrs. T. G. Abbot and Ng Tsan-hi were successful candidates.

Genuine Havana cigars are now at a considerable premium and expected to become very scarce, as a result of the fighting and consequent neglect of crops.

The list of countries to which postal orders can be forwarded from Hongkong or any British Post Office in China is published in the Government *Gazette*.

The subscription griffins "ordered from Shanghai for the next meeting of the Hongkong Jockey Club were shipped by the *s.s. Chrysanthemum* and are due to arrive here to-morrow.

The annual Licensing sessions will be held in the Justice's room at the Magistracy on Wednesday, November 14th, at 2.30 p.m., when applications for publicans and adjunct licenses for the year 1906-07 will be considered.

To-morrow is the day of the annual sale of work that is arranged in aid of the C. M. S. Baxter Mission Schools. The notice elsewhere gives the City Hall, from 3.30 to 6.30 p.m., as the place and time, and no one who takes sympathetic interest in the work of this mission will require further invitation.

appears a series of events whose astronomical character is beyond question; at the dawn of day, while the sky is yet red, with the rays of the rising sun, takes place the great contest, and the new state arises amidst a corruption of splendour. But the myth was already ancient. Some five thousand years ago three conspicuous stars rose at the vernal equinox some two or three hours before the sun; these were the comparatively bright stars in the forefront of the constellation of Aries. In these days there had been no calendar constructed, and the husbandman to know when to put in his seed was accustomed to be guided by the apparition of these stars in the east just before the dawn; naturally then these stars acquired a world-wide reputation, and formed the foundation of many myths. To the people who afterwards settled in India and north-west China they were known as the Aevins or horsemen, but originally the word seems to have had an initial d, and so they were known as the Dnevins or "Peepers". They formed the starting point of the Indian Zodiac, and although three in number are always spoken of as dual. These, there is no doubt, were the original "Twins". Somewhere about B.C. 2,200, owing to the precession of the equinox, they ceased to fulfil this function, and in Greece and Italy their names were transferred to the two principle stars in the constellation which came to be called the Twins, *Gemini*. With the change many of their old functions were likewise transferred; hence we can see how it was that the "Twins" came to be associated with the arts of husbandry, the invention of the plough, the general superintendence of the husbandmen; and became, patrons of fecundity and the healing art. Traces of this, lost elsewhere, are curiously preserved in China. One of the most pronounced of these was the second ballad of the fourth book of the *Shao-Ya*, forming the second part of the old *Shi King*, miscalled the Book of the Odes. Dr. Legge's version parodies this as follows:—

"Let the brilliant white colt  
Run on the young growth of my vegetable garden.  
Tether it by the foot, tie it by the collar.  
To prudish this morning."

A more correct, and more literal translation shows it to have been a hymn to these stars:—

"Shine on as gleaming steeds of day,  
Our maddens wide with light suffice;  
All in your course, your progress stay!  
Thermorn's dawn to end refine."

The allusion is to another widely spread myth found us far as Greece, but into which it is not necessary now to enter. Myth is, of course, not history, yet, as has been often remarked, it has one incalculable advantage over history that it cannot lie, and hence supplies invaluable information as to the early history of humanity. This is the true utility of such apparently useless trifles as Dr. RENDEL HARRIS's brochure on the long life of the myth of the Heavenly Twins, which throws an unexpected light on the conditions of the early days of Christianity in Europe.

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Li Ching-mai, the only surviving son of the late Li Hong-chang, has been recalled from Vienna (where he is Minister) to act as Director of the Banqueting Court at Peking.

Kobs and Osaka merchants have established a four milling company, to operate in Manchuria, with a capital of one million yen, divided into twenty thousand shares.

The leading citizens of Irkutsk are reported to be changing their residences to other towns owing to the large number of convicts detained there since Southern Saghalien was ceded to Japan.

The gambling in copper on the New York Exchange is causing fears to be expressed of a serious crash. Copper was on October 10th quoted at 22 cents a pound, the highest figure quoted since 1890.

Schedule recommended by the Recreation Committee for the allotment of the Wenguehiaong and Queen's recreation grounds have been confirmed by H. E. the Governor, as are published in the current *Gazette*.

It is reported that there is a large number of counterfeit notes in circulation at Vladivostok and the Japanese Bank agency there has lost Yen 197,000 by accepting some of them. A military clerk has been arrested in connection with the affair.

Dispatches from Teheran state that the Shah opened the Parliament with a speech from the Throne in which he proclaimed the Constitution and promised to adhere to all progressive efforts for Persia. Teheran was illuminated in the evening.

The extract of meteorological observations made at the Hongkong Observatory during September shows that the average maximum temperature for that month was 83.5 deg. the minimum 77 deg. and the total rainfall 30.595 inches.

The foreign trade of Great Britain during September was £45,063,537 in imports and £30,525,153 in exports. The figures show a decrease of £654,031 in imports on those of the corresponding period of the previous year, and an increase of £1,174,063 in exports on those of the same period.

The appointment of Lieut. C. W. Bock with, R.N., to act as Harbour Master, Marine Magistrate, Emigration and Customs Officer, Superintendent of Gunpowder Depot, Collector of Light Dues and Superintendent of Imports and Exports, in succession to Mr. E. Jones, with effect from the 20th instant is published in the *Gazette*.

The German Government, in the Budget for the next fiscal year, will ask the Reichstag to vote expenditure for an expansion of the German Navy, and the development of the coast defence on the coasts of the Baltic and North Sea. It is said that the mode of providing the expenditure has already been decided upon. Probably the customs tariff and the duties on spirits and tobacco will be increased.

The *Kobu Herald* learns from Japanese papers that the Mito family are at present making arrangements to establish a great cotton spinning company at Shanghai, with a capital of twenty or thirty million yen, for the purpose of selling the products direct to China and Korea. It is believed that large profits can thus be secured, at the expense of importing the raw cotton from China and then expiring the finished article will be saved.

At the request of thirty-eight shareholders in the Shanghai Dock Co., Ltd., an extraordinary general meeting of shareholders will be held on November 1st in order to consider a proposal which has been made by them for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Wharf and Godown Company and the International Dock. Particulars of such proposal and the resolutions to be submitted at the meeting will be sent to the shareholders.

The Shanghai Municipal Council has felt it necessary to make some allowances to its large Chinese staff in consequence of the high price of rice. Every employee whose monthly wage is less than 815 is to receive temporarily an additional 81.50 and for those with wages between 815 and 820 the bonus is to be £1. This step, which is estimated to cost about £1,200 monthly while it lasts, is only one indication of the extra burden which foreign residents, directly or indirectly, must all bear as cheerfully as they can till the present depression passes.

According to returns published by the Finance Department of the Japanese Government, the national income for the present fiscal year up to September 30 was Yen 106,284,689 from ordinary and Yen 2,053,451 from extraordinary sources. The total shows an increase of Yen 13,739,385 on the total income for the corresponding period of last year. The ordinary national expenditure during the same period amounted to Yen 213,804,236 and the extraordinary to Yen 37,444,812, a total increase of Yen 97,542,037 over that for the corresponding period of last year.

Sir Claude and Lady Macdonald, on their way home from Tokyo, were to be the guests at Shanghai of Mr. Henry Kowick. The newly formed British Association of Japan gave them a farewell dinner at Yokohama. Sir Claude said it was a very real pleasure to him to push the interests of British trade and commerce, and he assured his audience that if he did not do his duty in this respect he would soon hear from His Majesty's Government.

The day had passed when it was considered

advisable for a Minister to concern himself with the advancement of British commercial interests.

Li Ching-mai, the only surviving son of the late Li Hong-chang, has been recalled from Vienna (where he is Minister) to act as Director of the Banqueting Court at Peking.

Two rumours were current in the city on Saturday, or, to the effect that the river steamer *Shun Lee* had been burned at Kong-moon, while the other stated that the steamer destroyed by fire was the *Tui On*. The safe arrival of both vessels in port yesterday dispelled the fear created by these fabrications.

Another Japanese died at Shanghai on October 16th as a result of injuries received in the affray with German soldiers on the night of the 13th inst. reported in our telegrams. In consequence, after a brief inquest, the five sailors from the German gunboat *Uttis*, already remanded, were brought up at the German Consulate and again remanded, under arrest, for trial by court-martial.

The captain of the German steamer *Chalonie* which arrived at Moji on the 11th inst. from Vladivostok, reported that an iron lighter was found drifting when about two hundred miles from Moji. The steamer took the lighter in tow, but the frequent breaking of the cable necessitated its abandonment and it is now a danger to navigation.

The Central Government at Peking has sent instructions to the Viceroy and Governors of the various provinces of the Empire to send up without delay a detailed statement to the number of men of land in each province devoted to the cultivation of the poppy, the names of districts where it is cultivated; the quantity and quality produced annually; the annual revenue obtained by each provincial government in the shape of Customs duty and kuan on raw opium; how much is consumed locally and how much is exported to non-producing provinces.

The Shanghai fire reported in a recent *Daily Press* telegram is attributed to the ignition of part of the roof by a soldering stove while the workmen were away for a meal. The building is insured for about £1,60,000 in Hongkong and Copenhagen companies. It is believed that with the exception of the attic and third floor the building has suffered no structural damage, and that only these portions will have to be rebuilt. No windows had been put in so the wind played havoc with the flames when once the wood-work had caught. The *N.C. Daily News* computes: This fire would seem to point to the danger of centralisation of the cable offices there, for serious interruptions in the service would have ensued had the whole of the offices been burnt out.

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## THE VOLUNTEER CAMP.

The week-end witnessed a considerable accession of strength in the Volunteer Camp and also saw the men engaged in a useful series of exercises. Firing fifteen pounds occupied the morning hours and other necessary work followed during the forenoon. The afternoon was devoted to a field day in which all the Volunteer units operated with a number of men from the Royal West Kent Regiment. The scheme was outlined as follows: "Stonecutters Island is supposed to have been seized by a band of pirates, represented by 80 men of the Royal West Kent Regiment, and it will be the Volunteer's duty to regain possession of it. All the forts on the Island and the Volunteer Camp are to be considered out of bounds. The attacking force consisting of 40 men of the Royal West Kent and the Volunteer Artillery and Engineers will embark at Queen's Statue Pier at 2 P.M. and proceed to Stonecutters to attack, and if possible, capture the pirates. Colonel Darling, Officer Commanding the Troops, has consented to act as chief umpire and Colonel Fittion, D.S.O., and Major Pritchard R.G.A., will be the umpires for the attacking and defending forces respectively."

The defenders arrived early in the afternoon and the men who were in camp left by launch to join their comrades at the Volunteer Headquarters. Here about 110 Volunteers assembled under Captain Armstrong and were joined by a number of men from the Royal West Kent Regiment. Boarding the service launch which was supposed to represent an armoured craft they huddled on the decks so as not to betray their approach. On nearing the island the defenders opened fire, but this was considered a mistake on their part as it disclosed their position which could easily have been rendered untenable by the imaginary fifteen pounder at the bow. The attacking party was met by a withering fire on landing, but quickly gained the cover of the tower. To understand the manoeuvres it has to be remembered that the defenders had taken up their main position near the central battery, where 50 men were posted. Near the west battery other 21 men were posted and nine occupied a position on the spur west of the camp. The regulars and a party of Volunteers, under cover of the fire from the boat, advanced on the western spur and drove the nine men from their position on to the beach where they were exposed to the fire from the big gun. At the same time another party went round behind the camp and skirted the shore, but here again the assailants suffered from the fusilade of the pirates, especially in crossing the parade-ground. From the shore they worked upwards, scaling rocks and forcing their way through thick brushwood, and took the main body in the rear. A junction was effected with Captain Kitson's force and the united body continued operations the pirates being driven from the central battery to the beach where they were shelled from the boat. The operations of the day proved that it was practically impossible to work in organization through such bushy and hilly country, the opinion of the military experts being that it was better to tell every man what god was aimed at and, to let him act independently to "get" these. Colonel Darling, the umpire, found it impossible to give a decision, as the battle had developed into a series of skirmishes and the result would depend on numbers.

During the afternoon Private Cork, one of the best scouts in the West Kent Regiment, met with rather a serious mishap. When scouting for the pirates he noticed two Volunteers who were heading in a direction which would cut off his retreat. To avert this he pushed through the brushwood and jumped into a hollow, where his feet were caught by some crevices and he was thrown violently forward on to a rock studded with broken glass. His forearm was badly cut and had it not been for the assistance of the Volunteers he might have bled to death. His arm was bound and he was taken to the hospital tent where the wounds were stitched and a vein tied in three places.

Saturday was the official guest night, when the officers of the Corps gave a dinner to which H.E. the Governor and 24 officials, senior officers of the garrison and others were invited. Those who were present included the Governor, Colonel Darling, G.O.C., Colonel E. H. Seymour, Colonel Fittion, Colonel Joslin, Colonel Aitken, Colonel Kent, R.A., Major Chichester, Mr. H. Woodward, R.N., Sir Francis Piggott, Sir Henry Berkeley, Major Ross, Hon. Mr. T. Sercombe Smith, Hon. Mr. W. Chatham, Hon. Mr. W. J. Greson, Captain Coleman, A.D.C., Major Pritchard, Captain Armstrong, Captain D. Macdonald, Captain Skinner, Captain Wood, Surgeon Lieutenant Gubay, Lieutenant Northcote, Kenneth Nicholson, Cheshire, Ross, Hayton, Reynolds, and Gubay, Rev. G. Seale, C.E. Rev. C. H. Hickling, Mr. H. Hunter, Mr. D. R. Law, Mr. Wilson and Captain Badsey.

## After the usual loyal toast,

Major Pritchard proposed "His Excellency the Governor," and referred to the keen interest which he had taken in the Volunteers as indeed in all that concerned the Colony since he had come to Hongkong. Owing to that keen interest and His Excellency's intimate acquaintance with the corps, the Volunteers had made progress within the last year or two. The Artillery Companies had certainly advanced, and this year for the first time they would fire at a moving target. This was rather difficult, but he had no doubt that though they might miss it a few times they would make it uncomfortable for the boat. The Engineers had improved greatly, and it was owing to them that the camp was lit both night and morning with electric light. The

troop was not in camp, because it was hardly suitable, but the men were going into camp shortly, either at Christmas or Chinese New Year, at Fan Ling in the New Territory. They would get to know something about the New Territory which was of course the country where they would be wanted. They had started a nursery in camp this year. They had eight boys from the Victoria School. They were fine little fellows and were very useful.

The strength of the corps this year was 286, as compared with 264, so that it was beginning to move upwards. He thought the Reserve Association was to some extent working against them and they would show a greater increase if they had some of the younger men who joined the Reserve. He hoped that by the end of December His Excellency would open the new headquarters, which had been a hobby of his (the speaker).

His Excellency in reply alluded to the services rendered by Major Pritchard to the corps and expressed regret that that officer was retiring from the command in the ordinary course of events. He had discharged his duties, which were most important, in excellent way (applause). This would of course necessitate changes in the administration of the Volunteers but they would not be considerable and would, he trusted, not lead to any decrease in the popularity of the corps. He was anxious that the popularity of the corps should not only be maintained but increased. He was not yet satisfied with the strength of the corps, 286, which was rather more than 150 below the establishment and 210 below the strength than he thought it ought to be. The Major hoped that the new headquarters would be opened soon, but that of course depended on Mr. Chatham who he was sure would do what he could to have the building completed by the end of the year. 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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, of the DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraph to Address: PRESS, Code: A.M.C., 5th Ed.

Letter's.

P.O. Box, 33. Telephone No. 127.

## NEW ADVERTISEMENTS

## WANTED.

SMART EXPORT-CLERK for CANTON. Must be able to take charge of export-department.

Apply by letter to—“JAP.” Care of “Daily Press” Office, Hongkong, 22nd October, 1906. [1955]

## NOTICE.

## PARTIAL CLOSING OF BOWEN ROAD

IT IS HEREBY NOTIFIED that the Portion of Bowen Road between Wan Chai Gap Road and the Road to Tytan will remain closed to all except foot traffic until further notice.

V. CHATHAM, Director of Public Works. Public Works Department. Hongkong, 20th October, 1906. [1956]

## PUBLIC AUCTION.

THE Undersigned has received instruction to sell by Public Auction.

TO-DAY (MONDAY), the 22nd October, 1906, at 11 A.M., of Messrs. BUTTERFIELD & SWINEY, Godown, West Point, A QUANTITY OF SILK. Mors (less Damaged by Fire and Water, ex S.S. “HANKOW.”

TERMS—Cash on delivery. GEO. P. LAMMERT, Auctioneer. Hongkong, 22nd October, 1906. [1957]

## PUBLIC AUCTION.

THE SALE OF SATSUMA, CLOISONNE and LACQUERED WARE, KYOTO BUTTONS, NICKEL BOXES, EMBROIDERED SCREENS, SILK, CUSHION COVERS, &c., at the SALE ROOM of the Undersigned No. 8a, Queen's Road Central continue.

TO-DAY (MONDAY), the 22nd October, 1906, at 2.30 P.M., C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Hongkong, 22nd October, 1906. [1958]

## MAGISTRACY.

THE ANNUAL SESSION of HIS MAJESTY'S JUSTICES of the PEACE will be held in the Justice's Room, at this MAGISTRACY, on WEDNESDAY, the 11th day of November, 1906, at 2.30 P.M. for the purpose of Considering Applications for Publican's and Adjunct Licences for the Year 1906-1907, under Ordinance No. 8 of 1898.

Forms of Application may be obtained at the MAGISTRACY.

All applications must be forwarded to the MAGISTRACY on or before THURSDAY, the 1st day of November, 1906.

H. H. J. GOMPERTZ, Police Magistrate. Hongkong, 17th October, 1906. [1952]

NORDDEUTSCHER LLOYD, BREMEN.

## PUBLIC INSPECTION

## OF S.S. “PRINZ LUDWIG.”

THE Company's Steamer “PRINZ LUDWIG,” Captain F. von BINSER, will be Open to PUBLIC INSPECTION TO-MORROW (TUESDAY), the 23rd instant, from 4 to 6 P.M.

at the Pier of the Hongkong and Kowloon Wharf and Godown Company, Limited.

MELCHERS & CO., Agents.

Hongkong, 20th October, 1906. [1953]

GERMAN EXPORT FIRM desire BUYING AGENCY on their own or foreign account for a Firm abroad. Best connections with the Leading and Cheap Manufacturers in all Branches. First Class references. Please address—“VERSIERT M.O. 4517” care of RUDOLF MOSSE, Munich, Bavaria, 1943.

## NOTICE.

WE have Established Ourselves to-day under the Firm Name UDERUP & SCHLUTER, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. UDERUP, C. SCHLUTER. Office 1 & 2, Beaconsfield Arcade, Hongkong, 15th October, 1906. [1919]

## FOR SALE.

WOODEN LIGHTERS, Capacity 40 and 180 Tons. For terms and particulars, apply to— P. K. KWOK, Care of SINGON & CO., 33 & 37, Hing Loong Street, Hongkong, 17th October, 1906. [1925]

## FOR SALE.

DIVING APPARATUS. Prompt delivery. Apply to— OWSTON & CO., Yokohama. 27th September, 1906. [1796]

## ROOM WANTED.

BOARD and RESIDENCE wanted with a respectable European family in the Central District or Higher Levels. Reply by letter to— 1011. Care of “Daily Press” Office, Hongkong, 11th October, 1906. [1891]

## INTIMATIONS

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5687 for ONE HUNDRED SHARES numbered 37701 to 37800 inclusive, Fully Paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Voeux Road, Hongkong, before the 17th November, 1906, a New Certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 17th October, 1906. [1928]



THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, is now carried out satisfactorily, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officers charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN-ROWLANDS, Secretary. Hongkong, 7th July, 1906. [1381]

## HONGKONG BUSINESS DIRECTORY.

## AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Consignment solicited. Account Sales rendered and settlement effected promptly. No. 8a, Queen's Road Central, Hongkong.

## BOOKBINDING.

“DAILY PRESS” OFFICE. The only office in China having European taught workmen equal to Home work.

## IRON MERCHANTS.

SINGON & CO., Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Store-keepers and Commission Agents 35 & 37, Hing Loong Street (1st Street West of Central Market). Telephone No. 515

## PHOTOGRAPHER.

M. MUMBYA, JAPANESE ARTIST. Bromide and Cyanotype Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs. No. 8a, Queen's Road Central.

## PRINTING.

“DAILY PRESS” OFFICE. Prints read by Englishmen. TYPEWRITERS.

F. A. V. RIBEIRO, Typewriting Work undertaken. Cleaned, Repaired, Overhauled. Charges moderate.

(late of the Hongkong Typewriting Bureau) 8a, Queen's Road Central (First-floor).

## SPORTING CARTRIDGES.

A STOCK of ELEY'S always on hand. YICK CHEUNG, Gunsmith, 326, Queen's Road, Central. Hongkong, 16th October, 1906. [1921]

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH. ELEY'S, SCHULZEF'S, AMBERLIE & KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, No. 10 to 25 S.S.G. AIR GUNS and AMMUNITION in Variety.

W.M. SCHMIDT & CO., Hongkong, 23rd November, 1906. [1924]

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 37, Des Voeux Road Central. From the University of Pennsylvania, U.S.A. Hongkong, 4th September 1906. [1674]

## SIEVERTING.

SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1906. [1759]

NEWMAN OPENED HARDWOOD STORE.

WING MOW LUNG, 82, Wing Lok Street, 2nd Floor.

## JUST ARRIVED.

HARDWOOD and TEAKWOOD of all Kinds. Prices exceptionally Cheap. Inspection earnestly solicited.

Hongkong, 18th October, 1906. [1938]

## AUCTIONS

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a QUANTITY of CARGO salved during and since the Typhoon of the 18th September, 1906, and at present lying in this Company's Kowloon Godown, will be Sold by PUBLIC AUCTION, TO-DAY (MONDAY), October 22nd, at 11 A.M., if not previously claimed.

The cargo can be inspected at any time upon application to the Undersigned.

R. J. MAGOWAN, Acting Secretary. Hongkong, 17th October, 1906. [1929]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

TO ACCOUNT of the CONCERNED, TO-MORROW (TUESDAY), the 23rd October, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street).

SUNDRY HOUSEHOLD FURNITURE Comprising—

RATTAN TABLES and CHAIRS, TEA TABLES, GLASS & CROCKERY, WARE, CUPETS, RUGS, &c., &c., &c.

Also Very Superior CARVED BLACKWOOD CABINETS and DESKS, &c., &c., &c.

TEA—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th October, 1906. [1939]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted to receive and deliver perishable goods.

W.M. PARLANE, Manager. Hongkong, 18th November, 1906. [47]

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## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

## INTIMATION.

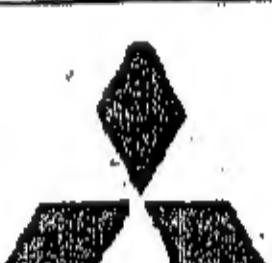
**S. MOUTRIE & CO., LTD.**  
ESTABLISHED 1875.

**BABY GRANDS**  
BY  
RACHELS,  
PLEYEL,  
KEMMLER  
AND  
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:  
**S. MOUTRIE & CO., LTD.**,  
York Building, Chater Road.  
Hongkong, 3rd July, 1906.



**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

CODE WORD: "DOCK".  
A.I.A.C. and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length... 722 feet.  
Length on Blocks... 714 ".  
Width of Entrance on Top... 96 ".  
Width of Entrance on Bottom... 88 ".  
Water on Blocks at Spring Tide... 344 ".

DOCK No. 1.  
Extreme Length... 623 feet.  
Length on Blocks... 513 ".  
Width of Entrance on Top... 88 ".  
Width of Entrance on Bottom... 73 ".  
Water on Blocks at Spring Tide... 61 ".

DOCK No. 2.  
Extreme Length... 571 feet.  
Length on Blocks... 58 ".  
Width of Entrance on Top... 66 ".  
Width of Entrances on Bottom... 53 ".  
Water on Blocks at Spring Tide... 22 ".

PATENT S.I.P.  
Suitable for vessels up to 1,000  
Tons.  
THE WORKS are well equipped with  
LATEST PLANTS and APPLIANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and, also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIAL is  
always kept on hand.

THE COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
especially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice.

1175

NOTICES TO CONSIGNEES  
HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship  
"SITHONIA".  
Captain Brehmer, having arrived from  
Hamburg, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned, and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-DAY.  
Any Cargo impeding the discharge will be  
landed into the hazardous and/or extra hazard-  
ous Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, and  
stored at Consignees' risk and expense.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 24th Oct. will be subject  
to return.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 24th Oct., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 18th October, 1906.

1940

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship  
"SEGOVIA".  
Captain Schoenfeld, having arrived from  
Hamburg, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-DAY.  
Any Cargo impeding the discharge will be  
landed into the hazardous and/or extra hazard-  
ous Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, and  
stored at Consignees' risk and expense.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 25th Oct. will be subject  
to return.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 25th Oct., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 19th October, 1906.

1950

## NOTICES TO CONSIGNEES.

S.S. "AUSTRALIEN,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex.s.s.  
"Bardia" and "Medea", from Havre ex.s.s.  
"Burgund", from Bordeaux ex.s.s. "Marseille",  
in connection with above Steamer are hereby  
informed that their Goods, with the exception  
of Opium, Precious and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., at Kowloon, whence delivery  
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before NOON, To-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
MONDAY, the 22nd Oct., at NOON, will be subject  
to rent and landing charges.

All claims must be sent in to me on or before  
the 22nd Oct., or they will not be recognised.

All damaged packages will be examined on  
MONDAY, the 22nd Oct., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 15th October, 1906.

1941

"INDRA" LINE LIMITED.

## NOTICE TO CONSIGNEES

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAWADI,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and  
Godown Company's hazardous and/or extra  
hazardous Godowns at Kowloon, where each  
Consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

Goods not cleared by the 24th inst., at 6 P.M.,  
will be subject to rent.

No Fire Insurance will be effected in any  
case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognised.

Optional goods will be landed here unless  
instructions are given to the contrary before  
4 P.M. To-DAY.

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 15th October, 1906.

1941

NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, COLOMBO AND  
SINGAPORE.

THE Company's Steamship

"INABA MARU,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and  
Godown Company's Godown at Kowloon, where  
each consignment will be sorted out mark by  
mark and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be carried on unless  
instructions are given to the contrary before  
NOON, To-DAY.

Goods not cleared before the 26th October  
will be subject to rent.

All ship-damaged packages must be left in the  
Godowns, and Notices of same sent to this  
Office before the 28th October, or Claims in  
connection therewith will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 15th October, 1906.

1941

BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES

STEAMSHIP "SHAWMUT"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & CO., LTD.,  
Agents.

Hongkong, 17th October, 1906.

1941

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex.s.s. "Modesta".

From Australia, ex.s.s. "China".

From Persian Gulf, ex.s.s. "B. I. S. N. &  
B. & P. S. N. Co.'s Steamers".

Optional goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 24th inst., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignees's  
and the Company's representative at an appointed  
hour. All Claims must be presented within ten  
days of the steamer's arrival here, after which  
date they cannot be recognised.

No Claims will be admitted after the Goods have  
left the Godowns.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-DAY.

Any Cargo impeding the discharge will be  
landed into the hazardous and/or extra hazard-  
ous Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, and  
stored at Consignees' risk and expense.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognised.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 18th October, 1906.

1940

## NOTICES TO CONSIGNEES.

SCIENTIFIC MISCELLANY,  
IMPROVED LIFE-SAVING—MUSEUM OF ACCIDENT-PREVENTION—SINGULAR ALTERATION  
OF METALS—RADIUM POISONING—EN-CRUSHED ROCKS—SUMMER GLASS—DISC  
CINEMATOGRAPH—BLOWPIPE PROCESS—  
LIGHTED CLOTHING.

Artificial respiration in the apparently  
dead is usually set up by regular fiction  
of the arms of the prostrate patient. Seeking  
more positive and better action, Dr. Eisen-  
menger, of Szegedin, Hungary, has developed  
the new plan of alternately raising and  
depressing the abdomen, and believes that this  
is a much more effective method of resuscitation.

His simple apparatus is a kind of cuirass, which  
is strapped to the body and made tight by an  
edge pad, with a foot bellows for compressing and  
expanding the air. The abdomen rises and falls with the varying pressure in the  
cuirass, and this gives not only vigorous in-  
spiration and expiration but also a gentle heart  
massage, the combined action tending to give  
favorable results even in desperate cases.

The permanent exhibition of accident-pre-  
venting appliances at Charlottenburg is to have  
an annual grant of 50,000 marks. It now  
contains 115 large machines with 600 smaller  
appliances, and 15 electric motors supply driving  
power. Accident-preventing parts of machines  
are painted red, while dangerous parts are blue.  
Workmen's clothing, eye protectors, safety  
catches, door locks and speed brakes are shown,  
with safety devices for lathes, presses, circular  
saws etc. Safety scaffolding is placed on the  
ground, while a gallery gives lessons in pre-  
venting industrial diseases.

Aluminum, calcium, zinc, magnesium, etc.,  
affect the photographic plate, though not classed  
as radioactive. A late remarkable observation  
is that the electric spark sometimes increases  
the effect, sometimes lessens it, while this

The physiological effects of feeble radio-  
activity have been a subject of investigation in  
France by a grain of radium. Using a quarter of  
a grain of radium he applied this to the forearm  
for brief intervals and obtained a distinct  
reaction after a minimum exposure of 15 seconds.  
He suspended four grains of radium bromide in  
a cage about 18 inches long by 16 wide and 12  
high. Three rabbits confined in this cage  
showed redness of the ears after 15 days, while  
burns soon appeared on the backs, and after  
18 months the backs and heads were denuded of  
fur and covered with ulcers. Movements had  
become spasmodic and slow, the hind legs being  
partially paralyzed. The eyes were affected,  
and post-mortem examination revealed changes  
and degenerations in the muscles, liver, spleen,  
kidneys and generative organs.

The physiological effects of feeble radio-  
activity have been a subject of investigation in  
France by a grain of radium. Using a quarter of  
a grain of radium he applied this to the forearm  
for brief intervals and obtained a distinct  
reaction after a minimum exposure of 15 seconds.  
He suspended four grains of radium bromide in  
a cage about 18 inches long by 16 wide and 12  
high. Three rabbits confined in this cage  
showed redness of the ears after 15 days, while  
burns soon appeared on the backs, and after  
18 months the backs and heads were denuded of  
fur and covered with ulcers. Movements had  
become spasmodic and slow, the hind legs being  
partially paralyzed. The eyes were affected,  
and post-mortem examination revealed changes  
and degenerations in the muscles, liver, spleen,  
kidneys and generative organs.

The dark film sometimes found on the rocks  
of rivers has been studied by a Cairo chemist  
at the Nile's first cataract. It is concluded that  
the film like that of desert rocks, arises from  
material in the rocks themselves, and that the  
depth of color depends upon the amount of  
black oxide of manganese contained, although  
silica tends to add to the darkening. The  
film is formed and preserved only in hot  
climates having a small rainfall.

Ordinary window glass passes nearly all of  
the heat coming from the sun although it  
intercepts dark heat, but the new glass of  
Richard Szigmondy, an Austrian, is claimed  
to prevent the passage of nine-tenths of the  
heat of the sun's rays. This glass would change  
a hothouse into a cold house. The advantages  
seem to be numerous, but not least should be  
the delightful coolness of summer cottages  
having windows of the new material.

Instead of the long celluloid film, a London  
photographer uses circular glass plates for the  
cinematograph. The pictures are taken in a  
spiral, and a plate 15 inches in diameter holds  
several hundred, recording a story lasting  
about four minutes.

## SHIPPING

ARRIVALS.

AMIGO, German str., 275. N. Balsier, 21st Oct.; Tengau, 16th Oct. and Holloway, 19th. Coal and Pig Iron, &c. COCHINCHINA, British str., 1,109. G. S. Weigall, 21st October. Chitao, 15th Oct., General. —Jardine, Matheson & Co.

EMPEROR OF INDIA, British str., 2,082. E. Bowditch, 21st Oct.; Vancouver, 2nd Oct. and Shanghai 15th. Mud and General. —C. P. R. Co.

HAINAN, British str., 1,207. A. E. Hodges, 21st Oct.; Foochow, 16th Oct. and Amoy, 20th. General. —Douglas Laing & Co.

HAUAN, French str., 377. Anderson, 21st Oct. —Pakow and Holloway 26th Oct., General. —A. R. May.

HANGKONG, British steamer, 21st October, from Canton.

HERMANN MENGELE, German str., 1,635. Muller, 21st Oct.; Nagasaki 15th October. —East Asiatic Trading Co.

KIUCHU, British str., 20th October—from Canton.

LIANGCHOW, British str., 1,215. Hauler, 20th October. Tsin-tau and Chiau, 16th Oct. General. —Butterfield & Swire.

MAURUS, British str., 1,634. R. Houghton, 20th Oct.; Sandakan 16th October. Timber and General. —Jardine, Matheson & Co.

MEIFENG, Chinese str., 1,339. J. McArthur, 21st October. —Shanghai 18th Oct., General. —Chung.

PACTING, British str., 1,170. Cogan, 19th Oct. —Shanghai 16th Oct., General. —Butterfield & Swire.

VICTORIA, Swedish str., 689. J. A. Hellborg, 21st Oct.; Sandaya 8th October. Sugar. —Augusta, Thomson & Co.

## DEPARTURES.

OCT. 20th.

BOURGON, French str., for Saigon.

BRAND, Norwegian str., for Moji.

CAUDAN, British str., for London.

CERF, British str., for Shanghai.

DEIGHTON, British str., for Europe.

HANSON, British str., for Canton.

INABA MARU, Japanese str., for Kobe.

KANGSHIA MARU, Japanese str., for Shanghai.

KANGSHIA, Chinese str., for Shanghai.

KINOSHIMA, British str., for Manila.

SHANTONG, British str., for Colombo.

STHONIA, German str., for Shanghai.

TAIWAN, British str., for Kobe.

TARTAR, British str., for Shanghai.

ZOROASTER, British str., for Kobe.

OCT. 21st.

CARL DEUTSCHEM, German str., for Helgoland.

JOHNSON MAURUS, Japanese str., for Tamsui.

LIANGCHOW, British str., for Canton.

MICHAEL JENSEN, German str., for Canton.

PACTING, British str., for Canton.

PERNA, Austrian str., for Swatow.

SIGNAL, German str., for Swatow.

## SHIPPING REPORTS.

The German str. *Hercules* reports: Very strong N.E. monsoon and clear weather.

The Chinese str. *Meigun* reports: Strong N.E. monsoon and high seas throughout.

The British str. *Poohong* reports: Strong monsoon and very heavy seas between Nankin and Loochoo and fine weather.

The British str. *Hawking* reports: Foothow to Breaker Point strong N.E. wind, and thence to port N.W. wind and fine weather throughout.

The British str. *Liungchow* reports: Light S.S.W. winds from Chetow across the Yellow Sea; then gale from N.W. around to N.E. by N., and heavy gale in N.E. Formosa Channel and high sea running from Breaker Point to port variable breeze.

The British str. *Chipping* reports: Chetow to Int. 34 N. light wind and fine. Lat. 31 N. to Pei Shan Island strong N.W. wind and rough sea. Pei Shan Islands to Laomou strong N.E. monsoon increasing to moderate gale in Formosa Channel, with high sea. Laomou to port light to strong winds and moderate sea. Weather fine and clear throughout.

## VESSELS IN DOCK.

OCT. 20th.

ABERDEEN DOCKS.—Signal, *Chinkai Maru*. KOWLOON DOCKS.—Sorong, *Ch. Hardouin*, *Jolanne*, *Fishan*, *Chontai*, *Derayongue*, *Sabre*, *Montegue*, *Kinshu*, *H.M.S. Tokio*, *Lungshan*, *COSMOPOLITAN DOCKS*—*F. Chapman*, *Hycia*, *Merapi*.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & FOOCHOW.

THE Company's Steamship.

HATCHING.

Captain A. E. Hodges, will be despatched for the above Port TOMORROW, the 23rd inst., at NOON.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 20th October, 1906. [1851]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamer.

CATHERINE APACIA.

Captain W. D. A. Thomas, will be despatched for the above Ports TO-MORROW, 23rd inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 16th October, 1906. [1858]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SWATOW, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamer.

SIMLA.

Captain C. D. Goldsmith, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 3rd November, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. *Britannia*, 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 15th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 22nd October, 1906.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "n.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blanks Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

## DESTINATION

## VESSEL'S NAMES

## FLAG &amp; CO.

## BERTH

## CAPTAIN

## FOR FREIGHT APPLIED TO

## TO BE DESPATCHED

LONDON & ANTWERP VIA SINGAPORE, &c. MANILA. BRIT. str. — A. W. Anderson, R.N.R.

LONDON & ANTWERP. GLENKARN. BRIT. str. — P. & O. S. N. Co.

LONDON & VIA USUAL PORTS OF CALL. SIMLE. BRIT. str. — McGREGOR BROS. & GOW.

LONDON & ANTWERP. MERIONETHSHIRE. BRIT. str. — C. D. Goldsmith, P. & O. S. N. Co.

MARSEILLES, &c. VIA PORTS OF CALL. TOURNESE. FRENCH. — Lancelin, STEWAN, TOME'S & CO.

MARSEILLES, HAVRE, COPENHAGEN, &c. NIKOBAL. DAN. str. — MESSAGERIES MARITIMES.

BELEM VIA PORTS OF CALL. PRINZ LUDWIG. GER. str. — MELCHERS & CO.

ANTWERP & HAMBURG VIA STRAITS, &c. TEUTONIA. GER. str. — MELCHERS & CO.

HAVRE & HAMBURG VIA STRAITS, &c. HAMBURG. GER. str. — MELCHERS & CO.

HAVRE & HAMBURG VIA STRAITS, &c. BREMENIA. GER. str. — MELCHERS & CO.

HAVRE & HAMBURG VIA STRAITS, &c. SEGOVIA. GER. str. — MELCHERS & CO.

ODESSA. PETRONIA. GER. str. — MELCHERS & CO.

NEW YORK VIA PORTS & SUEZ CANAL. SHAWMUT. GER. str. — BODWELL & CO., LTD.

NEW YORK ... YEDDO. GER. str. — ARNOLD, KARBERG & CO.

VANCOUVER VIA SHANGHAI, JAPAN, &c. EMPRESS OF CHINA. GER. str. — SHEWAN, TOME'S & CO.

VICTORIA, H.C. & TACOMA VIA JAPAN. ATHENIAN. GER. str. — CANADIAN PACIFIC R. CO.

SOUTH AMERICAN PORTS VIA JAPAN PORTS. KARATO MARU. GER. str. — CANADIAN PACIFIC R. CO.

AUSTRALIAN PORTS VIA MANILA. EMPIRE. GER. str. — FOWLER & CO., LTD.

AUSTRALIAN PORTS VIA MANILA. TAIYUAN. GER. str. — T. E. V. Roberts.

AUSTRALIAN PORTS VIA MANILA. SANAKAN. GER. str. — W. E. C. S. FILMER.

YOKOHAMA & KOBE. SHAWMUT. GER. str. — HELMS.

YOKOHAMA & SHANGHAI, MOH & KOBE. KARATO MARU. GER. str. — L. D. Dawson.

YOKOHAMA & SHANGHAI. TIENTSIN. GER. str. — G. Wendlig.

YOKOHAMA & SHANGHAI. CHIPIUNG. GER. str. — SCHONFELDT.

YOKOHAMA & SHANGHAI. KIUKIANG. GER. str. — E. W. Bruce.

YOKOHAMA & SHANGHAI. HANGCHOW. GER. str. — BROWERS.

YOKOHAMA & SHANGHAI. YUCHOW. GER. str. — JAYA-CHINA-JAPAN LINE.

YOKOHAMA & SHANGHAI. SHOSHO MARU. GER. str. — BUTTERFIELD & SWIRE.

YOKOHAMA, KOBE & VLADIVOSTOK. MELCHERS & CO.

TAMSUI VIA SWATOW, AMOY & FOOCHOW. JARDINE, MATHERSON & CO.

ANPING VIA SWATOW & AMOY. BUTTERFIELD & SWIRE.

SWATOW, AMOY & FOOCHOW. FOOCHING. GER. str. — JARDINE, MATHERSON & CO.

MANILA. ZAPERO. GER. str. — BUTTERFIELD & SWIRE.

MANILA. YUNSAN. GER. str. — SHEWAN, TOME'S & CO.

MANILA. RUBI. GER. str. — R. ALMOND.

SINGAPORE, PENANG & CALCUTTA. CATHERINE APACIA. GER. str. — DAVID SASSOON & CO., LTD.

SINGAPORE, PENANG & CALCUTTA. NAMANGA. GER. str. — P. H. Rolfe.

ABOUT 24th INST. — A. W. Anderson, R.N.R.

ON 31st INST. — P. & O. S. N. Co.

ON 3rd NOV. — McGREGOR BROS. & GOW.

ABOUT 15th NOV. — SHEWAN, TOME'S & CO.

ON 30th INST. AT 1 P.M. — MESSAGERIES MARITIMES.

ABOUT 30th INST. — MELCHERS & CO.

ON 24th INST. AT NOON. — MELCHERS & CO.

ON 10th NOV. — HAMBURG-AMERIKA LINIE.

ON 2nd NOV. — HAMBURG-AMERIKA LINIE.

ON 16th NOV. — HAMBURG-AMERIKA LINIE.

ON 20th NOV. — HAMBURG-AMERIKA LINIE.

ON 25th NOV. — HAMBURG-AMERIKA LINIE.

ABOUT 19th DEC. — MELCHERS & CO.

ABOUT 22nd NOV. — BODWELL & CO., LTD.

ABOUT 13th NOV. — ARNOLD, KARBERG & CO.

ABOUT 20th NOV. — SHEWAN, TOME'S & CO.

ON 25th INST. — CANADIAN PACIFIC R. CO.

ON 26th INST. — FOWLER & CO., LTD.

MIDDLE OF DEC. — T. E. V. Roberts.

ON 27th INST. AT NOON. — GIBB, LIVINGSTON & CO.

ON 12th NOV. — BUTTERFIELD & SWIRE.

TO-DAY. — MELCHERS & CO.

ABOUT 13th NOV. — SHEWAN, TOME'S & CO.

ABOUT 20th NOV. — BODWELL & CO., LTD.

ON 25th INST. AT 4 P.M. — ARNOLD, KARBERG & CO.

ON 26th INST. — CANADIAN PACIFIC R. CO.

ON 27th INST. — FOWLER & CO., LTD.

MIDDLE OF DEC. — T. E. V. Roberts.

ON 28th INST. AT 10 A.M. — GIBB, LIVINGSTON & CO.

ON 1st NOV. — MELCHERS & CO.

ABOUT 15th NOV. — SHEWAN, TOME'S & CO.

ON 28th INST. AT 10 A.M. — DODWELL & CO., LTD.

ON 31st INST. AT NOON. — T. E. V. Roberts.

TO-MORROW. — MELCHERS & CO.

ON 27th INST. AT NOON. — BODWELL & CO., LTD.

ON 28th INST. AT 10 A.M. — DODWELL & CO., LTD.

ON 1st NOV. — SHEWAN, TOME'S & CO.

ABOUT 15th NOV. — MELCHERS & CO.

ON 28th INST. AT 10 A.M. — DODWELL & CO., LTD.

ON 31st INST. AT NOON. — BODWELL & CO., LTD.

TO-MORROW. — MELCHERS & CO.

ON 27th INST. AT NOON. — BODWELL & CO., LTD.

ON 28th INST. AT 10 A.M. — DODWELL & CO., LTD.

ON 1st NOV. — SHEWAN, TOME'S & CO.

ABOUT 15th NOV. — MELCHERS & CO.

ON 28th INST. AT 10 A.M. — DODWELL & CO., LTD.

ON 31st INST. AT NOON. — BODWELL & CO., LTD.

TO-MORROW. — MELCHERS & CO.

ON 27th INST. AT 3 P.M. — DODWELL & CO., LTD.

ON 28th INST. AT 3 P.M. — SHEWAN, TOME'S & CO.

## VESSELS ON THE BERTH

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EMPIRE." Captain Helms will be despatched for the above Ports on SATURDAY, 27th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.L.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents. Hongkong, 5th October, 1906. [1860]

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON. SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, A.D.E.N., EGYPT, MARSAILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK-SEA PORTS.

THE Steamship

"TOURANE." Captain Lancelin, will be despatched for the above ports on TUESDAY, the 30th October, at 1 P.M.

Passenger tickets and through Bills of Lading issued for above ports and for Australias with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "AUSTRALIAN" ... 13th Nov.

S.S. "TONKIN" ... 27th Nov.

S.S. "ERNEST SIMONS" ... 11th Dec.

S.S. "POLYNESIEN" ... 15th Dec.

S.S. "CALEDONIAN" ... 8th Jan.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th October, 1906.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP		About 24th	Freight and Passage.
VISASINGAPORE, PENANG, MANILA	... Capt. A. W. Anderson, R.N.R.	October	
COLOMBO, PORT SAID and MARESSES			
YOKOHAMA, VASHANGHAI, SUMATRA, MOJI and KOBE	... Capt. E. W. Bruce	About 26th October	Freight and Passage.
MALTA	... Capt. R. A. Peters	About 1st November	Freight and Passage.
SHANGHAI	... Capt. C. D. Goldsmith	November	See Special Advertisement
LONDON, &c., VIA USUAL PORTS	SIMLA	Noon, 3rd	
OF CALL		November	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 20th October, 1906.

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI	“KIUKIANG”	On 22nd October.
MANILA	“TEAN”	On 23rd October.
SHANGHAI and CHINKIANG	“HANGCHOW”	On 25th October.
CHEFOO, NEWCHWANG & TIENTSIN	“LIANGCHOW”	On 25th October.
SHANGHAI	“YOCHOW”	On 27th October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, &c.	“TAIYUAN”	On 12th November.
TOWNSVILLE, RIBARNE, SYDNEY and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 19th October, 1906.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 25th November
ROON	WEDNESDAY 21st November
BULOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 13th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February

ON WEDNESDAY, the 24th day of OCTOBER 1906, at NOON, the Steamer "PRINZ LUDWIG," Captain von Bizer, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd Oct. Cargos and Parcels will be received on Board until 5 P.M. on TUESDAY, the 23rd Oct., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd Oct.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
261 0 0	242 0 0	222 0 0
return 91 0 0	83 0 0	33 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG

65 0 0	44 0 0	24 0 0
return 97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ

64 0 0	44 0 0	26 0 0
return 115 0 0	79 0 0	47 0 0

VIA BREMEN OR SOUTHAMPTON

68 0 0	46 0 0	27 0 0
return 123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERMISSION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 19th October, 1906.

[11]

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER

LEAVING

THE CO'S S.S.

LEAVING

TAMSUI VIA SWATOW

AND AMOY

SHANGHAI VIA SWATOW,

AMOY and FOOCHOW

ANPING VIA SWATOW

AND AMOY

TAMSWAN

AND AMOY

MASAN MARU

Capt. I. SAKURA

SUNDAY, 28th Oct.

BOSHI MARU

Capt. T. SUGAWA

SUNDAY, 28th Oct.

FUKUSHIMA MARU

Capt. S. Ito

WEDNESDAY, 31st Oct.

TOKYO MARU

Capt. S. Ito

Oct., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th October, 1906.

T. ARIMA, Manager.

[14]

**PASSENGER SEASON  
1907.**

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.**

## THROUGH STEAMER

FOR

## MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

“MACEDONIA,”

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON

THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

## FARES:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,

TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

[1899]

**IMPERIAL GERMAN MAIL LINES.**

## NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

## LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,

## NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

MONDAY, 22nd Oct.

TUESDAY, 13th Nov.

TUESDAY, 11th Dec.

WEDNESDAY, 30th Dec.

WEDNESDAY, 13th Jan.

WEDNESDAY, 27th Feb.

WEDNESDAY, 13th Mar.

WEDNESDAY, 27th Mar.

WEDNESDAY, 10th Apr.

WEDNESDAY, 24th Apr.

WEDNESDAY, 11th May.

WEDNESDAY, 25th May.

WEDNESDAY, 11th June.

WEDNESDAY, 25th June.

WEDNESDAY, 11th July.

WEDNESDAY, 25th July.

WEDNESDAY, 11th Aug.

WEDNESDAY, 25th Aug.

WEDNESDAY, 11th Sept.

WEDNESDAY, 25th Sept.

WEDNESDAY, 11th Oct.

WEDNESDAY, 25th Oct.

WEDNESDAY, 11th Nov.

WEDNESDAY, 25th Nov.

WEDNESDAY, 11th Dec.

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## POST OFFICE NOTICES.

The Room, with the German mail of the 25th September, left Singapore on Friday, the 19th instant at 9 a.m., and may be expected here to-morrow, at 3 p.m.  
Mails for CANTON, WUCHOW and SAMSHUI will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.

7.30

a.m.

6 p.m.

7.30